Specification Amendments

The paragraph beginning at page 7, line 11 should be amended as indicated hereinbelow:

FIG. 4 depicts a steering linkage system 101 of the present invention which eliminates the noted problems to which existing steering systems are prone. A steering link (not shown) extends from the pitman arm 110 on the steering box of the vehicle (also not shown) back to a steering idler 120. This steering idler 120 provides a pivot which is substantially coincident with the frame pivot 132 of a wishbone 130, thereby minimizing relative motion between the steering idler 120 and the pitman arm 110 as the wishbone 130 is moved up and down throughout the vehicle's range of suspension travel, from full compression to full extension. A steering drag link 100 extends from the steering idler 120 to a steering bellcrank 140. The pivot of the steering bellcrank 140 is substantially coincident with the axle pivot of wishbone 130; therefore there is no relative motion between steering bellcrank 140 and steering idler 120 as wishbone 130 is moved up and down throughout the vehicle's range of suspension travel. Tie rods 150 extend from steering bellcrank 140 to each of the steering knuckles (not shown). In this manner, there is no relative motion between steering knuckles (not shown) and steering bellcrank 140, as they all attach to axle 40 via the frame pivot 132 and mounting plate 134.

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The paragraph beginning at Page 8, line 17 page 7, should be amended as indicated hereinbelow:

This wishbone linkage can attach in one of two ways: two attachment points on the vehicle frame 142 and one attachment point on the axle 40 (as shown in FIG. 4) or reversed, with one attachment point on the frame and two attachment points on the axle. This wishbone linkage may also be located either on the top of the axle (as shown), or on the bottom of the axle utilizing upper suspension arms instead of lower suspension arms. The combination of two suspension arms and one wishbone allows control of the axle location in all axes without any translation due to axle suspension compression and articulation.

The paragraph beginning at page 9, line 1, should be amended as indicated hereinbelow:

FIG. 5 illustrates another embodiment 102 of the present invention. Rather than using a single wishbone link, such as the wishbone 130 in FIG. 4, this embodiment incorporates two independent upper suspension arms 200 connected to frame 142. This embodiment could also be deployed as lower suspension arms 200'. By angling suspension arms 200 significantly inward toward axle 40, the suspension arms 200 provide an axle-centering feature similar to the wishbone configuration depicted in FIG. 4. An alternative configuration could have upper suspension arms 200 substantially parallel and lower suspension arms 200' angled in relation to axle 40. The steering linkage is very similar to that in FIG. 4, as the pivots of the steering idler 120 and the steering bellcrank 140 coincide with the pivots of a single suspension link.

The paragraph beginning at page 9, line 14 should be amended as indicated hereinbelow:

Yet another alternative configuration (not shown) involves leaving commonly occurring, stock multi-link setup, such as is shown in Fig. 1 (with two upper suspension arms 10, two lower suspension arms 20, and a track bar 30), but replacing the steering links 50 and 60 with a linkage system similar to that in FIG. 5. Such a configuration would have the pivots coinciding with one of the suspension arms (10 or 20) and the problems with bump-induced toe change and bumpsteer are eliminated, although bump-induced yaw would remain.

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